QUERIES & ANSWERS. Date of an Old Republican Ticket Wanted.

THE REMEDY FOR APPLE BUST.

Embargo Act of Congress in 1807-Freaks of Lightning-Quarantine Law as to Virginia Cities and Towns-Whence "Sandwich!"

To the Editor of the Dispatch: Please state in your Query and Answer column a preventive of falling hair from the head. Consult some well-informed druggist.

Roup in Chickens.

To the Editor of the Dispatch:

Will you answer in your Query Column or give a remedy for roup in chickens? Yours truly, D. F. SPIKER. Several such remedies are advertised. Apply to some druggist.

"Upshur Days."

CAMBRIA, VA. To the Editor of the Dispatch: What are "Upshur-Days," and at what period do they come? M. K. W. We don't know.

Mondy's Denomination.

To the Editor of the Disputch: nomination Mr. Mondy, the evangelist, belongs to? M. B. T. Congregationalist, but he is not an

Plural of "Omnibus." WHITE SULPHUR SPRINGS, W. VA.

To the Editor of the Dispatch: Which is correct, omnibuses or omni-buses-one or two s's-speaking in ploral sumber? Omnibuser

United States Consul-Sweden.

To the Editor of the Dispatch; Please let me know through your columns the name of the United States Consul now of Sweden, and oblige, SUBSCRIBER.

We do not understand the question,

To Keep Cider Sweet.

To the Editor of the Dispatch: In answer to a query: 2 ounces bornele calleylic acid, for forty gallons (one bar-Another way: One half pound white

mostard seed tied in a bag large enough to put in the K.J-hele. C. W. A. "Music in the Camp."

To the Editor of the Dispatch:

If some reader will supply you with copy, will you kindly publish a war poem by John R. Thompson, entitled "Music in Camp"? It begins: overed hill and plain, Where Rappuhannock's water." G. G.

Saw-Mill Dust. To the Editor of the Dispatch:

Has Mr. A the right to locate a saw-mill on a branch that runs through my horse lot and yard, and let the sawdust right the said branch? By answering the above you will do me a favor. above you will do me a favor, We are unable to find any law on the

subject, unless the dust can be classed as a nuisance.

The Green Carnation.

To the Editor of the Dispatch:
Who is the author of "The Green Carnation"?
H. C. B. Robert S. Hichens, Mr. Hichens has

Magazine, entitled "A Reincarnation," which is guld to be decidedly interesting "An Imaginative Man." Whence Sandwich!

To the Editor of the Dispatch:

Will you kindly say why a "sandwich" so called? ENQUIRER. slices of ham between bread brought to him at the gaming table to enable him to go on playing without intermission,

Third Congressional District. To the Editor of the Dispatch:

To the Editor of the Disputch:
Will you kindly give me the names of
the counties that are in the same congressional district as Richmond?
SUBSCRIBER.
The Third District is made up of Ches-

ternald, Goochland, Hanover, Henrico, King William, and New Kent counties, and the cities of Manchester and Rich-

Pronunciation of Coligny. NORFOLK, VA.

Wile you kindly inform me through the change of the Dispatch (Sunday) the classic promunciation of the name of W. J. D.

Kodeniyee or Kodeen-yie; accent in first case on last syllable; in second case on second cyllable,

Bridge Questions. 1711

of the Dispatch: the Query column of your maily oblige, W. G. O. Very true 1. What of the Pet

as the date of the burning of the Petershars railroad bridge?

2. What was the date of the breaking in of a span of Maye's bridge, when a brace-coach of Mr. R. B. W. Beattle's went through and into the water below?

2. Thursday, February 4, 1882,

Quarantine Law. 14 Fo the Editor of the Dispatch:

Can, or is it constitutional for any town, large or small, incorporated or set, to quaranthe against other towns. M. G. J.

establish a quarantine ground for such sity or town, and the councils of any wet be obtained

Embargo of 1807.

To the Editor of the Dispatch:
17 use explain all about the embargo,
of the embargo act of Congress in the
triy part of this century?

X. December 27, 1807, on the recommendathen of President Jefferson, a law was to 1824. We are not certain that we can chacted by Congress prohibiting the de-Parture from the ports of the United bost to us to publish the ticket, and to states of all but foreign armed vessels ask our readers for an answer. with public commissions, or foreign mer-

France and Great Britain and their de- cause and give remedy. endencies; and in regard to them also it was to take effect after the conclusion of the next succeeding session of Congress. The embargo was intended to countervail Napoleon's Berlin and Milan decrees, and

Chesapeake and Western.

To the Editor of the Dispatch: Will you kindly publish in your Query dumn the answer to the following: column the answer to the following: Through what counties of Eastern Vir-ginia will the Chesapeake and Western rallway run, and what will be its termini?

It is not known what counties the road will go through. The promoters say it will go where it finds the most friends.

A Matter of Etiquette. RICHMOND, VA.

To the Editor of the Dispatch: If a gentleman speaks to a lady in the street, and the lady does not recog-nise him as an acquaintance, is it not politeness only for her to return a formal Could it be considered flirting? As a rule, a lady would better not how even to a man with whom she is not acquainted; but we can imagine circumstances where the rule might be safe-

ly waived.

No Name Signed.

RICHMOND, VA.

To the Editor of the Dispatch: Please give me the shortest bicycle road from here to Washingson, D. C.

2. Name as near as you can the towns or villages along the road at intervals of about twelfof about twenty miles. BICYCLE.

Yours, etc., BICYCLE,
This quiry was malled you last week,
and I expected to see the answer in
Sunday's columns, but as I suppose you
did not attend to it for some unavoidable reason, I hope you will give it your attention this week, as I wish to take the trip at a very early date.

Yours, etc., BICYCLE.

Yes; and on neither occasion did you sign your name as you should have done.

Where Lightning Strikes More Than Twice.

NEW KENT, VA. To the Editor of the Dispatch:

On a tract of land in New Kent, on the Pamunkey river, owned by R. A. Fatterson, there is about one acre of land surrounded by trees, of which light-ning has struck fitteen or twenty trees, not over 100 yards apart. Lightning strikes almost anywhere sometimes, but no one about here has ever known of it striking as many times in such an area. striking as many times in such an area. Please explain the cause and oblige SUESCRIBER. While our knowledge of electricity has

largely increased in late years, we have not come to know much more than formerly about the lightning. Many of its phenomenas are still to be designated as "freaks of lightning." As a matter of fact, the lightning often strikes at or near the same place at which it has struck before. Indeed, it would seem natural that the same causes, as of elevation, or good conducting power, or what not, that led to the first strike might fairly be expected at some time or other to lend to another. And, moreover, our correspondent does not make it clear but that many of these trees may have been struck at the same time.

The Alexandria Bonts. CHARLOTTESVILLE, VA.

To the Editor of the Dispatch: Will you tell me through your Query column the name and address of the man who manages the beats on the Potomac river at Alexandria, or the superintendent of the boats?

J. W. M'A. There are some six or eight lines of

steamboats plying between Alexandria and points on the Potomac river and Chesapeake bay, as follows: Norfolk and Washington Steamboat Company, John a short story in the current Pall-Mall Callahan, superintendent, Washington; W. C. Wattles, agent, Alexandria, The Washington Steamboat Company to the and original. He is also the author of lower Potomac landings, C. W. Ridley, manager; John B. Padgett, agent, Alexandria. The Weems Line, Alexandria, Potemac river, and Baltimore, J. T. Williams, Baltimore, agent; F. A. Reed, Alexandria, agent, The Maryland and The word "sandwich" was named after Virginia Steamboat Company, Alexandria John Montague, Fourth Earl of Sand- and Baltimore, William A. Smoot, Alex-E. S. Randall, Washington, manager; F. A. Reed, Alexandria, agent. The Maltano Line, to lower river landings, G, L. Sheriff, Washing'yn, manager; C. W. Wattles, Alexand ja, agent. The Mt. Vernon and Marshall-Hall Steamboat Company, Captain L. L. Blake, Washington, manager; C. W. Wattles, agent, Alexandria. The River-View Line, E. S. Randall Manager, and F. A. Reed, agent.

An Old-Time Republican Ticket.

To the Editor of the Dispatch:
Can you tell me at what presidential election the names of the enclosed "Republican Electoral Ticket" were voted?
The original of this ticket was found in an old law-book, and is printed in fairly good type, on ragged-edged paper, yellow with age.
R. T. W.

ly good type, on ragged-eaged pale, v. low with age.

REPUBLICAN ELECTORAL TICKET.

1. George Newton, of Norfolk borough.

2. Charles H. Graves, of Surry.

3. John Pegram, of Dinwiddle.

4. Mark Alexander, of Mecklenburg.

5. John Purnall, of Prince Edward.

6. Branch T. Archer, of Powhatan.

7. Joseph C. Cabell, of Nelson.

8. Charles Yancey, of Buckingham.

9. George Penn, of Patrick.

10. William G. Poindexter, of Goochland.

11. Spencer Roane, of Hanover.

12. Sthreshley Rennolds, of Essex.
13. Hobert Taylor, of Orange.
14. Isaac Foster, of Fauquier. 14. Isaac Foster, of Fauquier.
15. Brazure W. Pryor, of Elizabeth City.
16. William Jones, of Gloucester.
17. William Lee Ball, of Lancaster.
18. John T. Brooke, of Stafford.
19. Hugh Holmes, of Freferick.
20. John Dixon, of Jefferson.
21. Archibald Rutherford, of Rocking-

22. Archibald Stuart, of Augusta.
23. Andrew Russell, of Washington.
24. Charles Taylor, of Montgomery.
25. John Webster, of Harrison.

This ticket was voted by the old Jeffer-

sonian Republican party; the ancestor,

so to speak, of the present Democratic The Council of any city or town may party. Charles Yancey was one of the original wheel-horses of the unterrifled was or more cities or towns may establish represented Buckingham country for over the place fixed on for such quaran"the Duke of Buckingham." Joseph but if the place fixed on for such quaran-tine ground be without the limits of a C. Cabell was a member of the House By or town, the assent of the Board of Delegates or State Senate from 1808 Supervisors of the county to its use shall to 1836. He became a Whig. The date of this ticket was, of course, before his party change. It was voted, we are quite sure, at one of the elections of Madison or Monroe; but so many of the electors served as such more than once, bald Stuart was one of his party-electors at every presidential election from 1793 give the date, and, therefore, it seems

March 15, 1939, except so far as related to make but feeble growth. Can you name cause and give remedy. E. T. D. The leaves show a severe case of apole

rust. This is a fungus disease, which spends the winter on cedar trees in the form of galls, of a light-brown color, and in the spring appears in the form of cedar apples. These cedar apples mature spores. which are borne by the wind to the apple tree or some allied tree, where they lodge on the leaves. The spores ere long pro duce discolorations on the upper surface and these soon develop into orange-colored spots. In a week or two cup-like bodies appear in the centre of these spots, which are filled with spores; somewhat later there appear from the same spot, but on the under side of the leaf, larger, cupshaped bodies filled with rows of spores These spores find their way back to the cedar, and here again begins the cycle

above described. When the rust is abundant it does considerable damage, the leaves turning yellow and falling to the ground, known method of preventing the spread of this disease is to cut down and destroy adjacent cedar trees, or, if such a thing be possible, to collect and destroy the

Whence Comes the Name of Canada.

To the Editor of the New York Sun: To the Editor of the New York Sun:

Sir.—The origin of the word Canada has
puzzled the wits of philologists for more
than two hundred years. Archbishop
Trench, when preparing matter for his
interesting book "On the Study of Words,"
addressed to men of letters residing in
Canada inquiries as to the origin of the
name of the country. Many answers were
received, but all were rejected as absurd
or conjectural. Trench refers to the word
on page 153 of his book as follows: "One
might suppose that a name like Canada, might suppose that a name like Canada, given, and within historic times, to a wast territory, would be accounted for, but it is not."

Here is an account of how Canada obtained its name which I copied several years ago from a book in the library of Sir Casimir Gzousky, Toronto. "The origin of the name Canada is cu-

"The origin of the name Canada is curtous enough. The Spaniards visited the country previous to the French, and made particular searches for gold and silver; and finding none, they often said 'aqui nada' ('there is nothing here'). After the departure of the Spaniards the Franch arrived; and the Indians, who wanted none of their company, supposing they were also Spaniards even on the same were also Spaniards come on the same errand, and were anxious to inform them that their labor was lost by tarrying in that country, incessantly repeated the Spanish phrase, 'aqui nada.'
"The French, who knew as little of

"The French, who knew as little of Spanish as the Indians, supposed this con-stantly recurring sound was the name of the country, and gave it the name of Canada, which it has borne ever since." J. WILFRED PEARCE.

New York, August 7th.

Notice to Correspondents. No notice will be taken of anonymous

communications. We cannot publish copyrighted songs and poems without the permission of

the owner of the coppright. This column is not an advertising me dium. No query will receive attention the answer to which would necessitate the advertising of any person's business

or wares. Nor will any attention be given to long "strings" of questions. Every week numbers of correspondents ignore this rule of ours, and afterwards wonder why their queries are not answered, Many queries are not answered because

similar ones have been recently answered. We cannot undertake to ascertain the value of old coms. For that information write to some dealer in them.

We cannot undertake to answer queries by mail; we can only answere them through this column. Address "Query Editor, Dispatch Office,

Richmond, Va." N. B. We do not read unsigned letters.

New Books.

OUR WESTERN ARCHIPELAGO. By Henry M. Field. With illustrations. New York: Charles Scribner's Sons. 1895. Richmond: The J. W. Randolph Company. Pp. 250. Cloth, \$2.

The great American Archipelago furinstructive volume. Beautiful and extensive as it is, it has neither history nor people to make it comparable with the Grecian Archipelago, nor even with the Malayan, both of which our author had nishes the least part of this valuable and

His work contains some twaddle, some at least doubtful sentiments, and a little gush over Uncle Sam's negro soldiers, and one of old John Brown's imps. Yet we like it, and have been entertained and

instructed by it.
In his tour, and in his book commemorating it, our author had exceptional advantages. He is one of the four eminent brothers Field, Cyrus had some connec-tion with the great Canadian Pacific railway and a mountain and a station on its route, which is the longest in the world, are named for him. The daughter of David Dudley Field was the wife of Sir Anthony Musgrave, who was the able Governor of British Columbia, As the guests of this great Canadian railroad guests of this great Canadian railroad the reverend author and his sprightly niece, Miss Dwight, were treated, not only with courtesy, but with high honor. Moreower, he was an experienced traveller and a practiced writer and book-maker. He had been round the world, and was now in his 72d year, but still lively and enthusiastic. What he saw in his long fourneyings and voyagings was eminently worth seeing and recording, and the wonders of our North Pacific coast are graphically described and many of them wenders of our North Facilic coast are graphically described and many of them finely illustrated. The appalling yet at-tractive glaciers; mountains as pic-turesque as the Alps and as grand and loftier than the Himalayas; rivers and cascades; missionary work; Esquimaux far beneath those of Greenland; old En-

of our country's grandeur and extent arise before him.

We learn, too, of that other grand re-servation of our government, "The Pa-cific Forest Reserve," in the State of Washington, which, though not equal in area and geysers to Yellowstone Park, its of great magnitude and deep interest. It is forty-two miles from north to south,

It is forty-two miles from north to south, and thirty-six from east to west. "It contains at once the highest peak, the most extensive glacial system, and the finest natural gardens in the world."

Dr. Field and his niece were early promoted to the engineer's cab as furnishing the best post for all-around observation. But she was ambitious to be advanced to the cow-catcher. This he denounced as nonsense, ridiculous, absurd, unwomanly; fit only for a cowboy, and highly improper for a well-bred young woman. And yet they celebrated the great American Independence-Day, in part, by both of them riding down the famous "Kicking-Horse Canon" on the cow-catcher, and he gloried in the feat more, if anything, than she did. Here he pays a hearty tribute to his personal friend, Mr. George

thing, than she did. Here he pays a hearty tribute to his personal friend, Mr. George Westinghouse, the inventor of the airbrake. This "Kicking-Horse Canon" is the descent wertward from the "Continental Divide."

We were particularly interested in the establishment, downfall, removal, and restoration of Metia Kahtla, near Fort Simpson, William Duncan, an educated young English layman, under the auspices of the Church Missionary Society of London, reclaimed by his bravery, sincerity. chant vessels in ballast, or with such cargo only as they might have on board when notified of the act. All American vessels engaged in the coasting trade were required to give heavy bonds to land their cargoes in the United States. This embargo was repealed by an act passed February 27, 1800, and taking effect trouble is only in the leaves. The trees

possession, with the permission of the United States Government, of Annette Island, some seventy miles farther north and a more desirable location. There he wed his beneficent work.

Our author devotes his last four chap-ters to Yellowstone Park, its wonderful geysers and mammoth hot springs, its river and lake, and the Yellowstone

river and lake, and the Yellowstone canon. He compares the great geyser, "Old Faithful." to a Prasbyterian, because it "was always on time."

In the park the daring nicce begs from her proud uncle his outside seat with the conch-driver, and has the coveted satisfaction of handling his four-in-hand for a counts of hours.

faction of handling his four-in-hand for a couple of hours.

This feat gained for her considerable eclat, and so tickled her vivacious uncle that he dwells upon it with great gusto. Then she has, by special invitation, the continued gratification of managing the splendid span of Superintendent Huntley, who declared that she held the reins that the light of the special ways next to be into who declared that she held the reins beautifully, and was, next to his wife (who could almost drive a wild buffalo), the best woman-driver he had ever seen. This reminds us of the famous Newport female "whip," whom M. Paul Bourset celebrates in his philosophical and critical "Our author recommends that tourists direct their steps more to these westward regions, which he had at last been exploring and depicting, but an overwhehm-

ploring and depleting, but an overwhehning majority of them will, no doubt, continue to walt, as he did, until they have
taken in the greater attractions, if not
the greater wonders, of England and the
Continent of Europe; of Egypt and the
Holy Land; not to mention other Oriental
countries, in visiting which American dollars are so lavishly spent. ploring and depicting, but an overwhelm

NATIONAL YEAR-BOOK. 1895. Sons of the American Revolution. The Republic Press. New York.

This is a handsome volume of 214 pages, in paper covers, and contains a list of the national officers, the national constitution and by-laws of those of the various State organizations, and the proceedings of the National Congress held in Boston May 1st and 2t, 1895. It also has an ex cellent engraving of the president-general, Horace Porter, of New York.

The National Congress is composed of delegates from the several affiliated bodies in the States, of which there are now In the States, or which there are now thirty-one, and a fine one in the District of Columbia. That in Virginia is not atrong as yet, but efforts will be made to increase it. It was represented in Boston by one of its vice-presidents, Miles Turpin Phillips, who occupies the peculiar position of being the son of a Revolutionary soldier, and by Mr. B. B. Minor. Mr. Thomas Atkinson, also, was appointed Mr. Thomas Atkinson, also, was appointed elegate, but did not attend.

The entertainments given by the Massa-chusetts society to the delegates were liberal and recherche. The proceedings were lively, yet harmonious, and are generally accurately reported. But there are some errors and omissions, which show that reporting does not always re-

port.

In the account of one of the spiciest discussions which took place, one of the speakers is entirely omitted. It was short, but most pointed and conclusive.

On the motion of Mr. Scott, of New York the congress had resolved "that the historical battleship Constitution should be rebuilt, and forever preserved as an Blustration of the type of warship which has immortalized the United States navy, and that she be located at the national capital, Washington, to be used as a national naval museum."

That afternoon Mr. Thomas Cogswell carnestly protested against removing the old ship from his own New Hampshire, which was one of the "old thirteen," and thick was one of the out thireen, and had always performed her part so patriotically. That he could not allow that historic emblem of our nationality to be removed from New Hampshire to any other part of the country. He believed that it now belonged to his State, and he called upon some of his co-delegates to make a motion on the subject. Mr. Scott told him that New Hamp-

and, Scott fold him that we shall sh that she be sent to Washington to live.

Mr. Cogswell replied that it had been his liba for fifty years that when our grand old ancestry were buried, they were buried forever, and as the grand Constitution was sent to Portsmouth to die, let it remain; don't disturb its bones; and yet he was not opposed to having it reconstructed and made as valuable as possible, but don't let us pass upon its final destination.

Mr. Balley, president of the New Hamp-

Mr. Balley, president of the New Hamp-shire Society, said the vessel had been at ship, without deciding what should then become of her, nor where the work was to be done, though he desired that it be done at Portsmouth. Some one asked him if this navy-yard was not at Kit-tery, instead of Portsmouth. Now, Kit-

tery is in Maine.

Then a delegate from Virginia asked
Mr. Cogswell if the ship Constitution
were an emblem of our nationality, as he had styled her; was New Hampshire our

nationality?
How could New Hampshire lay claim to the venerable ship, unless she was

Washington city was the representative of our nationality, and thither, by his own showing, she ought to go and be devoted to some purpose akin to her history and her structure. As to letting her be buried forever, like his ancestors, his he not believe in the resurrection? did he not believe in the resurrection? And as to disturbing her bones, he was himself in favor of reconstructing her and preventing her from dying, if they did not take her away from his beloved

Portsmouth.

The gentleman and his compeer were neither consistent, national, nor patriotic, but let local pride and self-interest over-

ride everything else.

The terse speaker from Virginia concluded by saying that whilst they were finding out whether the Constitution could be repaired and reconstructed at Kittery or Portsmouth, the work would be executed in first-rate style at Newport News, which was right on her route to Washington, where she would be an ele-quent "emblem of our nationality," a reminder of our naval glory, and a store

minder of our naval glory, and a store-house of appropriate naval treasures and mementoes. This speech is omitted. Mr. Bailey's motion was lost. The Sons of the American Revolution are entirely distinct from the Sons of the Revolution, and have a membership of nearly 6,000 in thirty-odd States, in Utah, and the District of Columbia. The small State of Connecticut has the largest number. umber. In none of the reports which we have

In none of the reports which we have seen was any notice taken of one of the main points of General Porter's speech at the grand banquet at the Vendome. He entered into quite a disquisition as to the distinction between "liberty" and "freedom," and save a decided preference to the word freedom, as of Saxon origin, and as more expressive of a better signification. His contention was fallacious, and he practically laid it saide a very short time afterwards in his speech at the dedication of the Washington arch, in New York, wherein he used the word "liberty" for all that "freedom" could have conveyed, and as Webster and other great orators have used it.

Again, it was stated in one of the reports that the delegate, M. T. Phillips, from Virginia, was honored at the banquet with a seat on the elevated platform near the president-general and others. This would have been very proper, and may have been so intended, but it

form near the present search and one ors. This would have been so intended, but it was not done. There are very few others now living who are sons of Revolutionary soldiers, but in Alexandria, Va., there is an estimable lady who is the daughter of one—Mrs. Dr. James B. Marye, who was a Miss Jett, of Westmoreland county, Va.

contributors who have exercised their fancy in the No. are: Harrison L. Morris, Bertram G. Goodhue, Norman Hapgoel, Raiph Adams Cram, Owen Wister, Kate Chopin, Colin A. Scott, John Luther Long, Blanche Dillaye, Constance-Grosvener Alexander, Henry A. Ingram, Harvey M. Watts, Philip Hale, Howard Fremont Stratton, G. Frederic Russell, and others. The illustrations are as follows: "Mephisto," by Paul Lachenmeyer;

Fremont Stratton, G. Frederic Russell, and others. The libratations are as follows: "Mephisto," by Paul Lachenmeyer: "Two Sketches." by Robert Henri; "Death of Minnenaha," by E. L. Burton: "Potrait." by Joseph J. Gould, Jr.; "By the River," by William Glackens; "The Witches," by John Sloan; "Iffley Mill on the Thames," by Charles Augustus Davis; "At the Play," by Marianna Sloan; "Spring," by Katherine H. Evans; "A Sketch," by Gustavus Wynne Cook; "A Book Plate," by Sophle Bertha Steele; "A Sketch," by Frederick R. Gruger," "A Study," by Eleanor B. Caldwell.

THE AMERICAN GOVERNMENT,
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Introduction.—Political Science: Terms defined, 16 pages, Part 1.—Making of the American Government. 22 pages, Part 2—The National Government. 222 pages, Part 3—The State Governments. 65 pages, Appendix—Documents Illustrative of the Growth of the American Union. 55 pages. Indexes—II pages.

THE HERITAGE OF THE KURTS. Bjornstjerne Bjornson, Translated from the Norwegian, Cecil Fairfax, New York: United States Book Company.

This is a story of Norwegian life by the greatest fiction writer of that coun-The family history of the Kurts is dealt with in several generations, showing dealt with in several generations, showing the gradual development of hereditary traits. It is a curious book, strong is theory and argument, and picturesque in description of home life and natural scenery. For sale by the Cohen Company. In paper, 42 cents; in cloth, 83 cents. PROCEEDINGS OF THE STATE IM-

MIGRATION CONVENTION, Held Under the Auspices of the Virginia Ag-ricultural Society, at the Chamber of Commerce Assembly-Roem, Richmond, Va., October 16 and 17, 1894. Richmond, Va. Whittet & Shepperson, General Printers, 1895,

This is a pamphlet of about 100 pages. containing stenographic reports of the speeches made at the immigration con-vention, resolutions passed, etc.



(de 23-Su. W. F&wlytenfror: rmelortp)

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GEO. W. ALLEN & CO., Agents, my 17
No. 1212 Main street.

my IT No. 1212 Main street.

VIRGINIA NAVIGATION
COMPANYS JAMES-RIVER
LINE to Nortolk, Portsmouth, Old Point,
Newport News, Claremont, and Jamesriver landings, and connecting at Old
Point and Norfolk for Washington, Baltimore, and the North,
STEAMER POCAHONTAS LEAVES
MONDAY, WEDNESDAY, AND
FRIDAY AT 7 A. M.
Electric-cars direct to wharf. Fare only
11.50 and \$1\$ to Norfolk, Portsmouth, Old
Point, and Newport News. Music by a
Crand Orchestrion
Freight received daily for above-named
places and all peints in Eastern Virginia
and North Carolina.

IRVIN WEISIGER.

places and all places and North Carolina. IRVIN WEISIGER,

EDWARD E. BARNEY. General Offices: Planters' Bank build je 2 THE S. GALESKI



OPTICAL CO. Office, 915 E. Main ST. Factory, 88 10th St Spectacles, Eye Glasses, Artificial Eyes, accurately fitted. Lowest charge and action tion guaranteed.—Examination free. 18-F, tu&W)

RAILROAD LINES.

NR. S. W Norfolk Western R.R. SOUTHERN RAIL WAY

SCHEDULE IN EFFECT MAY 12, 1805. LEAVE RICHMOND, BYRD-STREET STATION.

LEAVE RICHMOND, BYRD-STREET

STATION.

2:00 A. M. Daily-Richmond and Norfolk
VENTIBULE LIMITED—Ar
rive Norfolk II:25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk Second-class
tickets not accepted for passage on this train.

9:05 A. M. Daily, "THE CHICAGO EXPRESS," for Lynchburg, Roanoke, Bluefleid, Pocahontas,
Kenova, Columbus, and Chicago, Pullman Buffet Sleeper
Roanoke to Columbus without
chanke; also, for Radford,
Bristol, Knoxville, Chattaneoga, and intermediate points.

7:13 P. M. Daily, for Norfolk, Suffolk,
and intermediate stations: Arrive Norfolk 10:15 F. M.

11:40 P. M. Daily, for Roanoke, Radford,
Pulaski, and Bristol. Connects at Roanoke with
Washington and Chattanooga Limited. Pullman
Sleepers Roanoke to Memphis
and New Orleans. Dining-car
attached also, for Buefeld
and Pocahontas; also, for
Rocky Mount and all stations
Winston-Satem Division.

PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG
ready for occupancy at 9 P. M.; also,
Pullman Sleeper Petersburg to Roanoke,
Trains arrive Richmond from Lynchburg and the West daily 6:40 A. M. and
8:35 P. M. From Norfolk and the East,
1:05 A. M., and Vestbuled Limited, 7:50
P. M. Prom Norfolk and the East,
General Office: Roanoke, Va. my 12

A TLANTIC-COAST LINE

A TLANTIC-COAST LINE

SCHEDULE EFFECTIVE SUNDAY,

SCHEDULE EFFECTIVE SUNDAY.

MAY 12, 1826.

TRAINS LEAVE RICHMOND—UNION DEPOT.

\$300 A. M., Arrives recerbing 9:31 A. M. Norfolk 11:25 A. M. Stops only at Fetersburg, Waverly, and Sunfolk, Va.

9:05 A. M., Arrives Petersburg 9:50 A. M. Weldon 11:48 A. M. Fayette-ville 4:20 P. M., Charleston 11:31 P. M., Savannah 1:19 A. M. Gonnects at Wilson with No 44, arriving Goldeboro 3:05 P. M. Pullman Sleeper New York to Tampa.

2:55 P. M., Local, arrives Petersburg 3:42 P. M. Makes all stops.

5:30 P. M. Arrives Petersburg 6:15 P. M., Norfolk 10:25 P. M. Makes all stops.

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2.55 P. M., Local, arrives Petersburg 3:42
5:30 P. M., Makes all stops.
5:30 P. M., Makes all stops.
5:30 P. M., Arrives Petersburg 6:15 P. M.
Norfolk 10:25 P. M. Makes all stops.
7:32 P. M., Arrives Petersburg 7:46 P. M., Veldon 9:27 P. M., Fayetts6:10 A. M., Savannan 7:25 A.
M., Jacksonville 12:30 P. M., Makes all stops.
A. M., Macksonville 12:30 P. M., Makes all stops.
TRAIN No. 16, 4:46 P. M., Sunday, Close connection at West Point with stame for Baltimore.
Steamers leave Baltimore at 5 P. M., and West Point 6 P. M., daily, except Sunday Close connection at West Point 6 P. M., daily, except Sunday, Close connection at West Point 6 P. M., daily, except Sunday, Close connection at West Point and West Point 6 P. M., daily, except Sunday and West Point 6 P. M., daily, except Sunday and West Point 6 P. M., daily, except Sunday and Monday, and at 12:15 P. M. Pullman Sleeper New York to Charleston, Jacksonville, Port Tampa, Alken, Augusta, and Machanta 12:15 P. M., Pullman Sleeper Richmond to Lynchburg.

11:40 P. M., Arrives Petersburg 12:25 A. M., Burkeville 2:31 A. M., Lynchburg.

12:23 A. M., Arrives Petersburg 1:05 A. M., Weldon 2:50 A. M., Henderson 10:14 P. M., Arrives Petersburg 1:05 A. M., Weldon 2:50 A. M., Henderson 10:14 P. M., Arrives Petersburg 1:05 A. M., Elberton 2:04 P. M., Atlanta 3:09 P. M. Pullman Sleeper Meanington to Atlanta.

12:23 A. M., Arrives Petersburg 1:05 A. M., Makes all stops.

4:40 P. M., Sunday Accommodation, Arrives Petersburg 5:23 P. M., Makes all stops.

4:40 P. M., Sunday Accommodation, Arrives Petersburg 5:23 P. M., Makes all stops.

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4:40 P. M., Sunday Accommodation, Arrives Petersburg 5:23 P. M., Makes all stops.

1895. LEAVE BYRD-STREET STATION.

LEAVE BYRD-STREET STATION.

7:00 A. M. Daily, for Washington and points North. Stops at Eiba and local stations. Pullman-Car.

12:00 M. Daily, except Sunday, for Washington and points North. Stops at Eiba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Parlor-Car; also, connects with Congressional Limited at Washington.

ARRIVE RICHMOND.

Congressional Limited at Washington and Daily, for Washington and points North. Stops at Elba. Ashland. Dosweil. Milford, Fredericksburg. Brooke, and Widewater, and other stations Sandays. Sleeper, Richmond to New York.

ARRIVE BYRD-STREET STATION.
8:40 A. M. Daily. Stops at Widewater, Brooke, Fredericksburg. Milford, Dosweil, and Ashland, and other stations Sundays. Sleeper, New York to Richmond.
2:45 P. M. Daily, except Sunday. Stops at Local stations and Elba. Earloy-Car from Washington.

Eredes

CHESAPEAKE Sleeper, New York to Richmond.

2:45 P. M. Daily, except Sunday, Stops at local stations and Elba. Parlow-Car from Washington.

6:53 P. M. Daily, Stops only at Fredericksburg, Doswoll, and Ashland. Fullman-Cars from New York and Washington.

12:25 A. M. Daily, Stops at principal local stations and Elba. Sleeping-Car. Connects with Congressional Limited between New York and Washington.

FREDERICKSBO ACCOMMODATION. (Dally, except Sunday.)
4:00 P. M. Leaves Byrd-Street Station.
8:30 A. M. Arrives Byrd-Street Station.

ASHLAND TRAINS. 6:42 A. M. Leaves Elba.
6:20 P. M. Leaves Elba.
6:30 P. M. Arrives Elba.
6:30 P. M. Arrives Elba.
6:30 P. M. Arrives Elba.
6:30 A. TAYLOR Traffic Manager.
E. T. D. MYERS, President. my 17

RICHMOND RAILWAY

ELECTRIC COMPANY. Main Office and Light Department, foot of Seventh street. Telephone 657. City Division, office Main and Vine streets. Telephone 814. Union Division, office Twenty-ninth

and P streets. Telephone 656.

Manchester Office, Semmes avenue. Telephone 2321. Are and Incandescent Lights and Electric Power at reasonable rates. Electric Light Wiring a specialty.

Parties desiring Electric Lights

Power by notifying the main office by

mail or telephone will be waited upon by a representative of the company. Electric Fans, Motors, RENTED, SOLD,

BOUGHT, AND EXCHANGED. ELECTRICAL SUPPLIES OF ALL KINDS. ELECTRIC CONSTRUCTION CO. OF VA., (my 10-F.SueTuSm)

BICYCLES! BICYCLES!

A suggestion to bicycle-riders: Don't have your leg pulled by the so-called bicycle-repairer, but uring your wheel to Leonard's, 93 east Main street, and have your thre patched and cemented on rim for 60 cents. Spokes, tangents, direct or cold-swaged or plano-wire put in steel or wood rims for 26c, each. Rubs, spokes, mipples. Tires of all makes. Copperplated, nickel, and brass rims, 256 a pair, All wheels repaired fully guaranteed.

RAILROAD LINES.

(PIEDMONT AIR-LINE).

CONDENSED SCHEDULE IN EFFECT JULY 28, 1895.

TRAINS LEAVE MICHMOND, VA. 2:00 A. M., SOUTHERN EXPRESS, daily SOUTHERN EXPRESS, daily for Danville, Greenaborg, Winston-Salem, Sleepers Richmond, Va. to Danville and Greenaborg, Connects st Danville with the Washington and Southwestern Vestibuled Limited (No. 37), carrying sleepers Danville to Asheville, Atlanta, Chattanooga, Birmingham, Aemphis, New Orleans, and Jacksonville; also, first-class day-coach between Washington and Jacksonville, Connections made at Memphis and New Orleans for all points in Texas and California, Sleeper open for passengers at 3:39 P. M.

FAST MAIL, dally, for At-12:55 P. M., 12:30 P. M., FAST MAIL, dally, for Atlanta and points South. Connects at Moseley with Farmville and Powhatan railroad;
at Keysville for Clarksville,
Oxford, Henderson, and Durham, and at Greensboro' for
Durham, Raleigh, and Winston-Salem, Carries sleepers
New York to Atlanta and
Montgomery, and from New
York to Jacksonville, ParlorCar Atlanta to Birmingham.
6:00 P. M., LOCAL, daily, except Sunday,
for Keysville and intermediate
points.

TRAINS ARRIVE AT RICHMOND: 4:40 P. M., From Atlanta and Augusta, making close connection with

making close connection with train for West Point. S:40 A. M. From Keysville. LOCAL FREIGHT TRAINS Nos. Cl. and Cl. between Manchester and Clover, Va., and Nos. 63 and 64, between Clover and Nospo-lis, will also carry passengers.

SCHEDULE IN EFFECT SUNDAY.

TRAINS ARRIVE RICHMOND.

3:60 A. M., From Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and Weldon.

6:60 A. M. Atlanta, Atlanta, Macon, Augusta, and Weldon.

6:60 A. M. Alianta, Atlanta, and Raleigh.

8:26 A. M. Lynchturg and the West.

11:06 A. M. Norfolk, Suffolk, and Petersburg.

6:45 P. M. Jacksonville, Savannah, Charleston, Wilmington, Goldsburg.

6:45 P. M. Norfolk, Suffolk, Vaverly, and Petersburg.

7:00 P. M. Norfolk, Suffolk, Vaverly, and Petersburg.

8:25 P. M. Lynchturg and the West.

9:30 A. M. 1:33 A. M. 1:35 A. M.

CHESAPEAKE AND OHIO RAILWAY

EFFECTIVE JULY 4, 1896.
TRAINS LEAVE RICHAIOND, BROADSTREET STATION.

8:50 A. M. Daily, with Puliman, for
Norfolk, Portsmouth, Old
Point, Newport News, and
cal stations.
Pullman for
local stations, Newport News,
Old Point, Norfolk, and Portsmouth.

mouth. Local train, except Sunday, with chair-car, for Ronce-verte. Connects at Union Station. Charlottesville, for Lynchburg. at Basic, for Hagerstown, at Staunton for Winchester, and at Covington for Virginia Hot Springs. ington for Virginia Hot
Springs.

2:30 P. M. The Cincinnati and St. Louis
Limited, daily, with Pullmans
to Cincinnati, Louisville, and
St. Louis. Stops only at important stations. Connects
at Gordonsville, except Sunday, for Orange and all stations on Southern railway north of Orange,
at Covington daily, for Virginia Hot Springs, and at
Ashland for Lexington, Ky,
and Louisville, Meals served
on Dining-Cars.
No. 7. Local Train, except
Sunday, follows No. 1 from
Gordonsville to Goshen.

5:30 P. M. Local Train, except Sunday,
Accommodation for Charlottesville.

Sunday, follows No. 1 from Gordonsville to Goshen.

5:30 P. M. Local Train. except Sunday. Accommodation for Charlottesville, 10:30 P. M. Daily, for Cincinnati, with F. F. V. Pullman to Hinton, and Gordonsville to Cincinnati and Louisville. Meals served on Dining-Cars. Connects at Covington, Va., daily, for Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

\$20 A. M. Daily, for Lynchburg and Clifton Forge, Connects at Bremo, except Sunday, for kosney; at Lynchburg and Crigger of Lexing City, and at W. Clifton Forge with No. 5 for Ronceverte and No. 1 for Cincinnati.

5:00 P. M. Except Sunday, local accommodation for Gladstone; connects at Bremo for Arvonia.

TRAINS ARRIVE AT RICHMOND.

BROAD-STREET STATION.

8:20 A. M. Daily, from Cincinnati and Louisville.

10:20 A. M. Daily, from Norfolk and Old Point.

1:45 P. M. Except Sunday, from Ronceverte and Virginia Hot Springs.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:30 A. M. Except Sunday, from Ronceverte and Virginia Hot Springs.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:30 A. M. Except Sunday, from Gladssider and Arvonia, from Ronceverte and Virginia Hot Springs.

TRAINS ARRIVE EIGHTH-STREET STATION.

8:30 A. M. Except Sunday, from Gladssider and Arvonia, from Cincinnati and Louisville.

5:30 P. M. Daily, from Lynchburg, Lexington, Va., and Clifton Forge John D. POTTS.

5:30 Division Passenger Ages.